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Goods Movement Action Plan

Public Health and Environmental Mitigation

Potential Actions List

DIESEL/TRUCKS

- **Funding for diesel engine turn-over (diesel emissions/exposure/ risk reduction) (Most-repeated suggestion)**
 - Trucks at Ports
 - Dedicated clean truck fleets for trucks at and near ports
 - Trucks at Distribution Centers
- Incentives for cleaner fuels
- Reduction in diesel traffic on Highway 99
- Reduction in truck idling (not just a port issue)
- System for trucks at warehouses

PORTS

- Evaluate No Net Increase (NNI) program measures
- Expansion of “on dock” (use of near dock only when “on dock” not available)
- Improve port efficiency (catalogue best practices from ultra modern ports)
 - Address port productivity and velocity issues to reduce hoteling time
- Cost-effective alternative maritime power
- Differential pricing for cargo
- MARPOL, Appendix VI (Support it)
- Best Management Practices (BMPs) for Environmental Management Systems
- Virtual container systems
- Terminal redevelopment (require changes such as cold-ironing at lease re-opening)
- Evaluate Asian exports Emissions capture at ports
- Voluntary measures by shippers
- Monitoring at ports (not just modeling)

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- (See also “DIESEL/TRUCKS” section above.)

TRAINS

- Study: electric trains, idling controls and new technology for hostlers and switching equipment. Compare and contrast with existing methods.
- Clean trains in the San Joaquin Valley

INFRASTRUCTURE

- Sustainable green design standards for projects
- Clean construction equipment
- SR 47 projects
- Incentives for better timelines
- Linking environmental and community mitigation with infrastructure projects and consider funding together
- Storm water run-off considerations (Develop programs similar to the “Green Program” and the storm water control program of the California Department of Transportation)

GENERAL

- Review regulatory programs for gaps